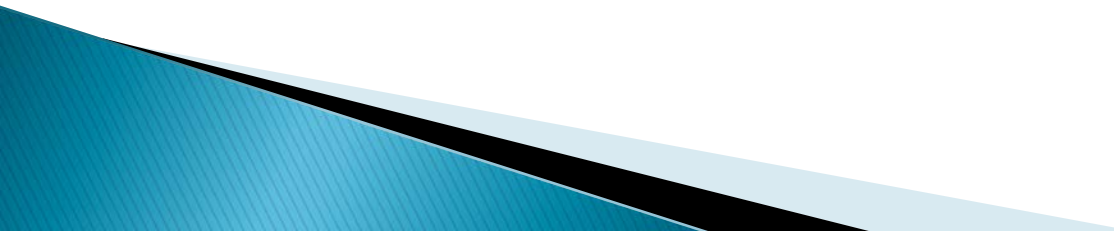




PRNFC Membership & Safety Meeting

Feb 2021

Agenda

- Safety Presentation (John Taylor)
 - Flight Instruction (John Taylor)
 - Operations
 - Ops Meeting Notes
 - Maintenance (Tom Jackson)
 - Member Financial Info (Justin Lareau)
 - Secretary (Philip Mock)
 - Club Finances & Flight Hours (Mike McGinn)
 - Board Member Positions (John Taylor)
 - Manager (Amanda McHugh)
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Maintenance & Safety

- Fuel Leaning
- Nosewheel Shimmy & Taxi Speeds
- Braking Techniques on Landing
- Flap Extension Speeds

Fuel Leaning

- Three different techniques
 - Leaning on the Ground
 - Just enough fuel to run smoothly while accelerating
 - Not enough fuel to takeoff
 - Done before and after flight
 - Leaning in the Climb
 - Not a priority – use for extended climbs ($> 3K'$ PA)
 - Lean for max power (greatest RPM for fixed pitch prop)
 - For constant speed prop, use EGT reading displayed immediately after takeoff
 - Leaning for Cruise (and descent)
 - Normally leaned to peak EGT (check engine manual)
 - Not a max power setting
 - Engine should run smoothly – advance mixture if required

Nosewheel Shimmy & Taxi Speeds

- Nosewheel Shimmy
 - Common on C-172s
 - Pull back on yoke to take weight off the nosewheel
 - Slow down
- Taxi Speeds
 - Don't ride the brakes (check position of feet).
 - Reduce power to idle to slow.
 - Only brake in turns after full use of nosewheel steering.
 - Take corners significantly slower than you would in a car.
 - 15 knots max in front of the E-6B(s).
- Please do your part to ensure the tire pressures are correct (+/- 3 psi).

Braking Techniques on Landing

- There's no anti-skid on these airplanes!
- Fly good approach and landing speeds and you won't be so worried about stopping.
 - $KE = 1/2mv^2$
 - Slow down as much as conditions permit
 - Aimpoint – Airspeed
- Normal Landing technique (should be almost all the time)
 - Hold nose off the runway after landing
 - Pull back on yoke until it is all the way aft.
 - Slowly apply wheel brakes – feel for lockup/skidding
 - Poor techniques easily leads to locked up wheels and flat spots on tires.

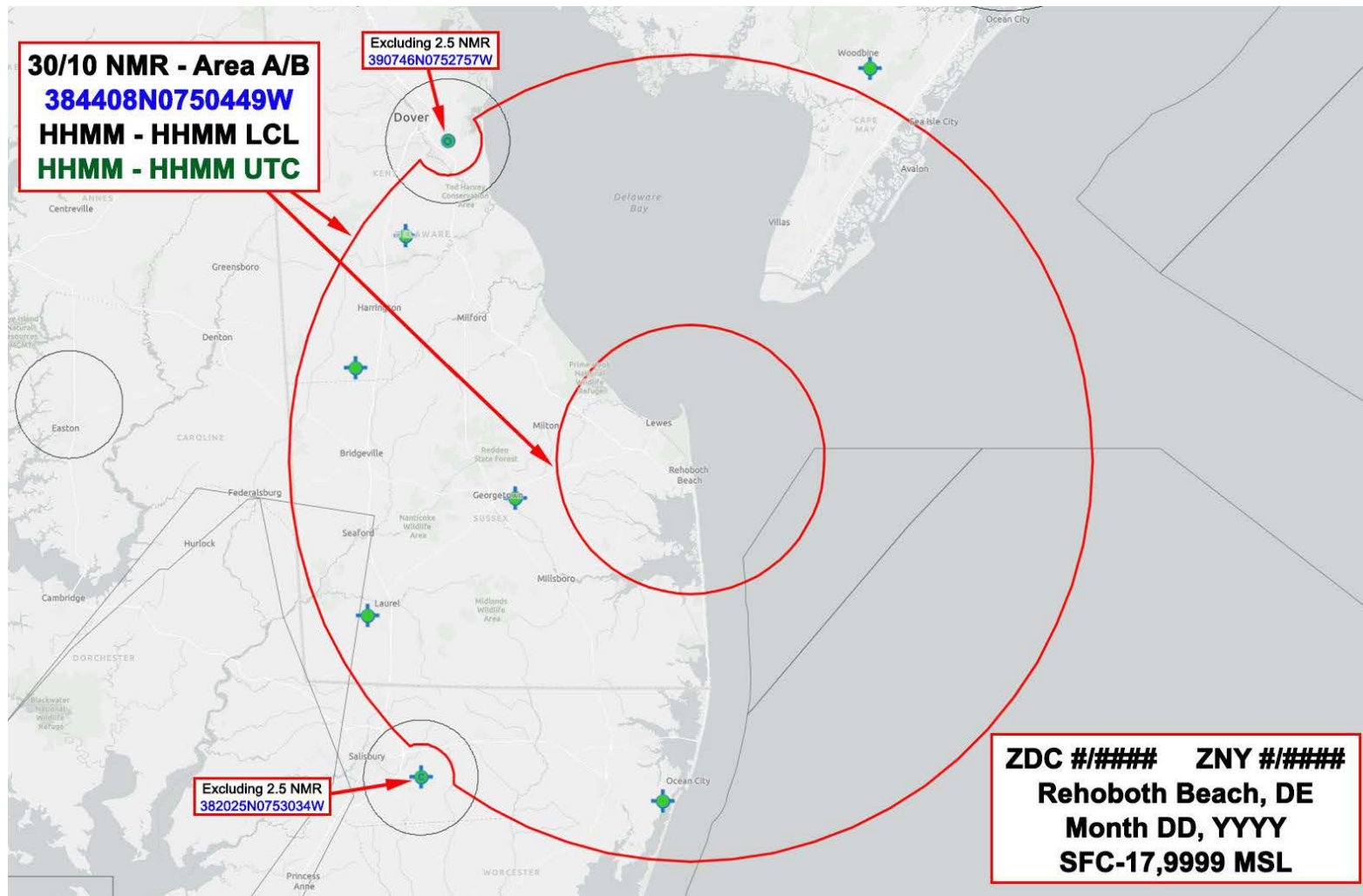
Flap Extension Speeds

- Deploying flaps at high speeds leads to premature motor failure and hardware failure.
- Use the book numbers (V_{FE}) for the 10 degree setting.
- Use final approach speed plus 10–15 knots for the 20 degree setting.
- Use final approach speed plus 5 – 10 knots for the final flap setting
- For emergency, engine–out landings, use flaps as a speed brake.
- With retractable gear airplanes, use the gear as a speed brake.

Garmin GNS-430/530 Webinar

- GNS 201 (Re)Introduction to the Garmin GNS 430/530 Part II with Mike Jesch and Brian Schiff
- 18 Feb, 2000 EST
- Register here:
 - https://us02web.zoom.us/webinar/register/8416070389189/WN_tat53HviSbqdZmh0T9oTMg?fbclid=IwAR0OouGY_YjrEgism28Oh_BFW91YmOf6DYIGHSCmGZoeFqyFo7KBSvt7Gkk
 - This is a follow-on presentation. The first one is on YouTube here: https://youtu.be/t8iAdGM_GK8
 - An FAA Wings Basic Knowledge 3 credit will be validated within a week following the completion of the program.
 - Thanks to Bill Hoffer!

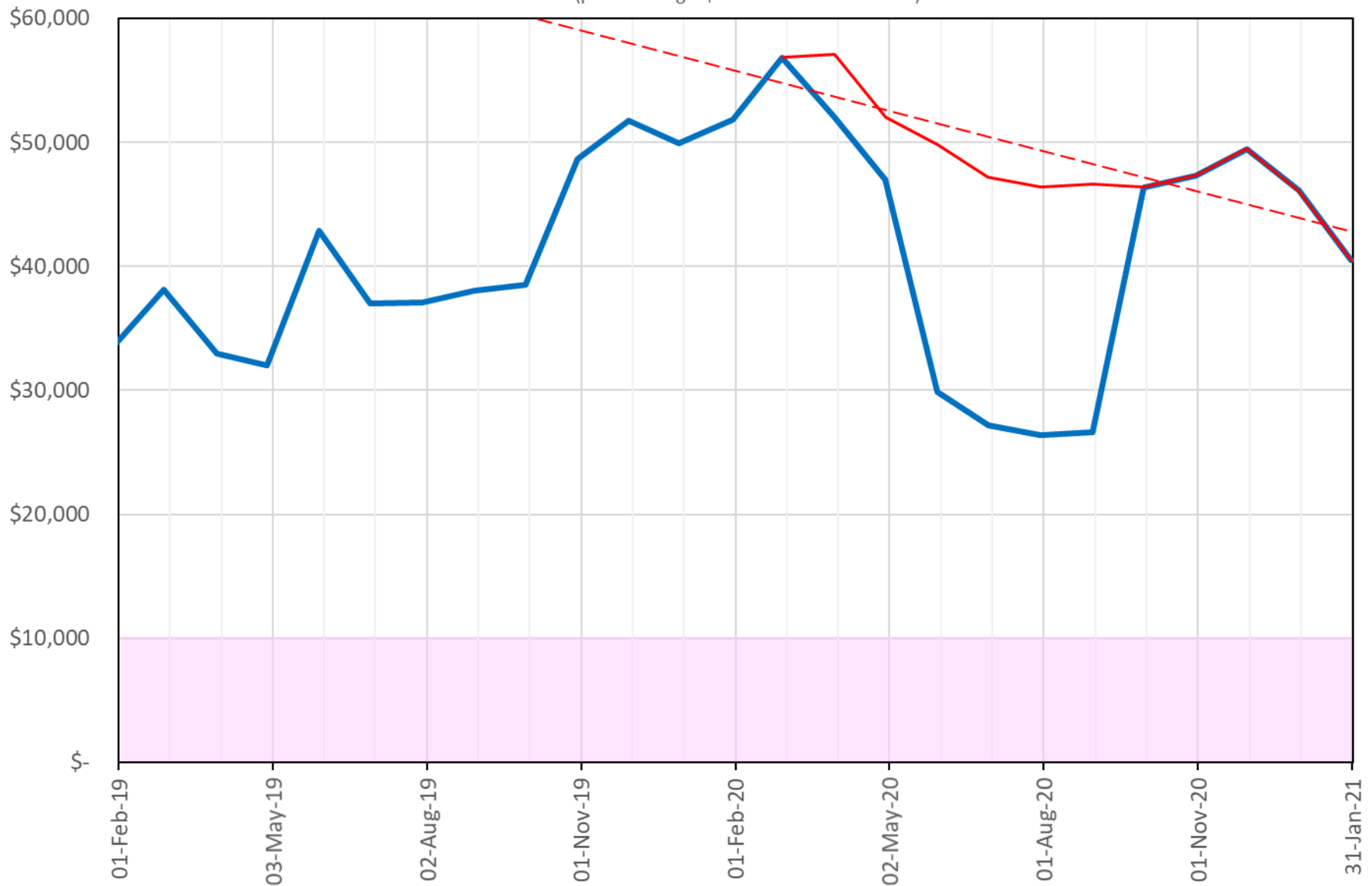
Rehoboth Beach TFR

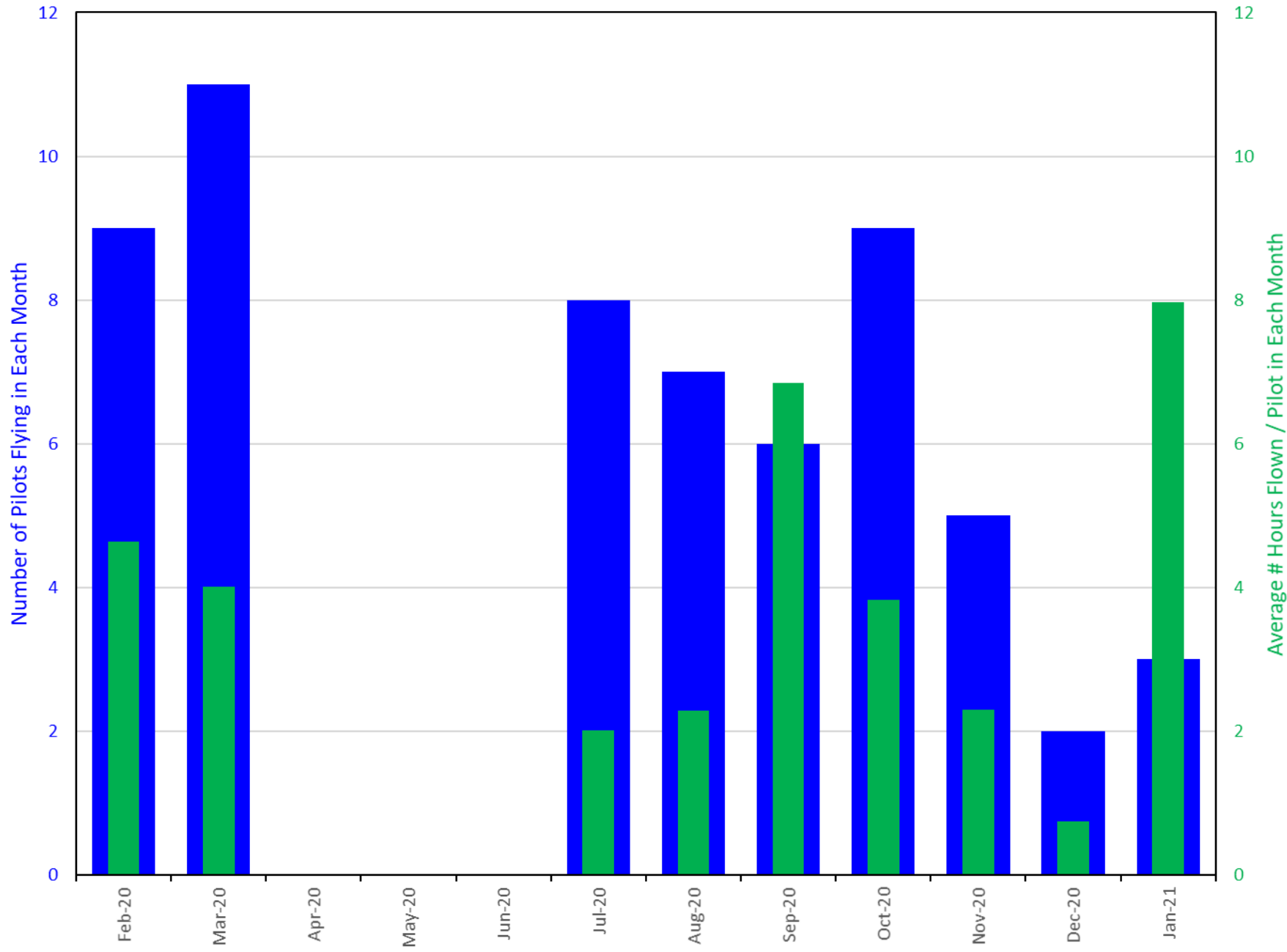


PRNFC Account Balance

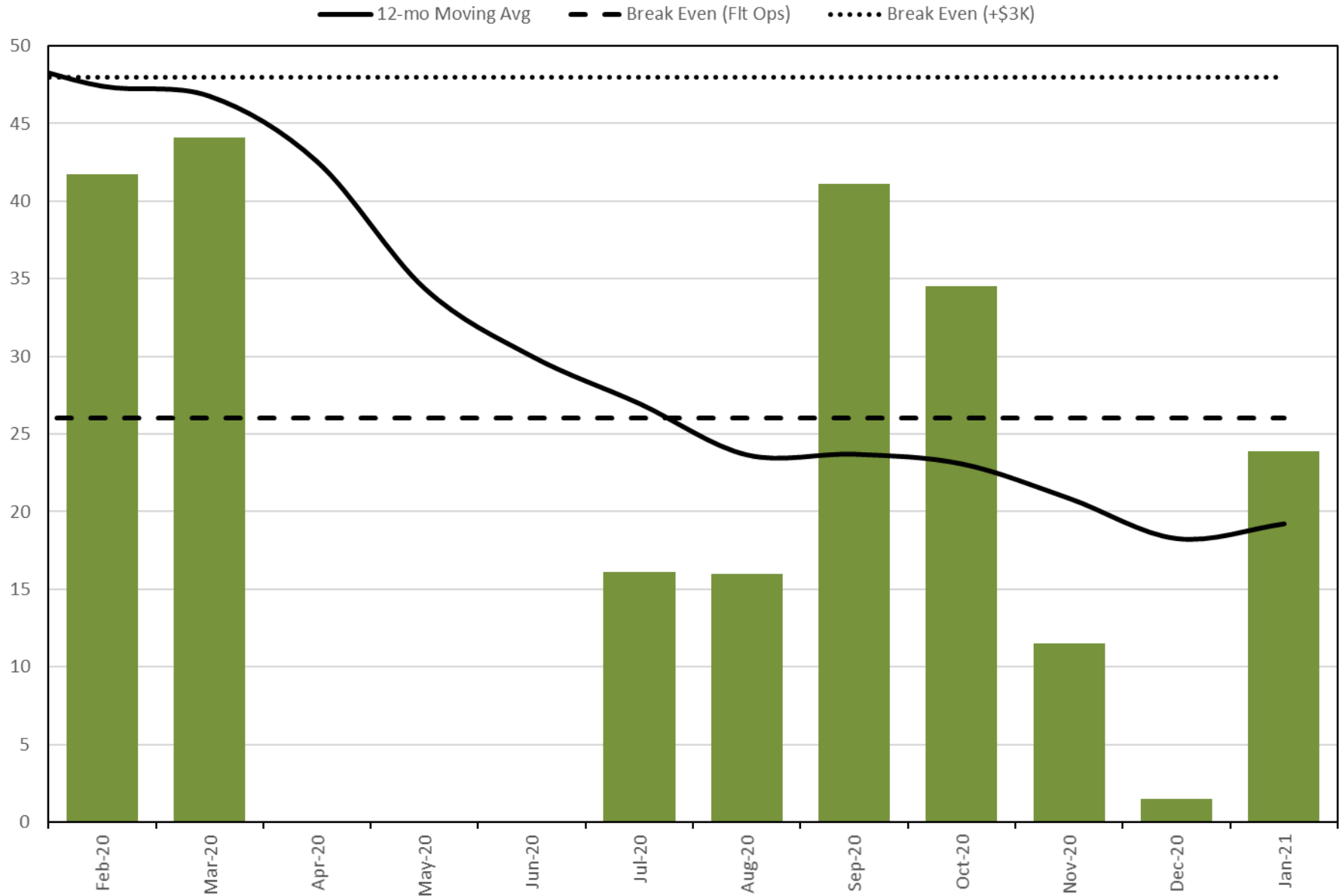
(dashed red line = linear trend of operational revenue for past 12 months)

(pink shading = \$10K "shut down" metric)



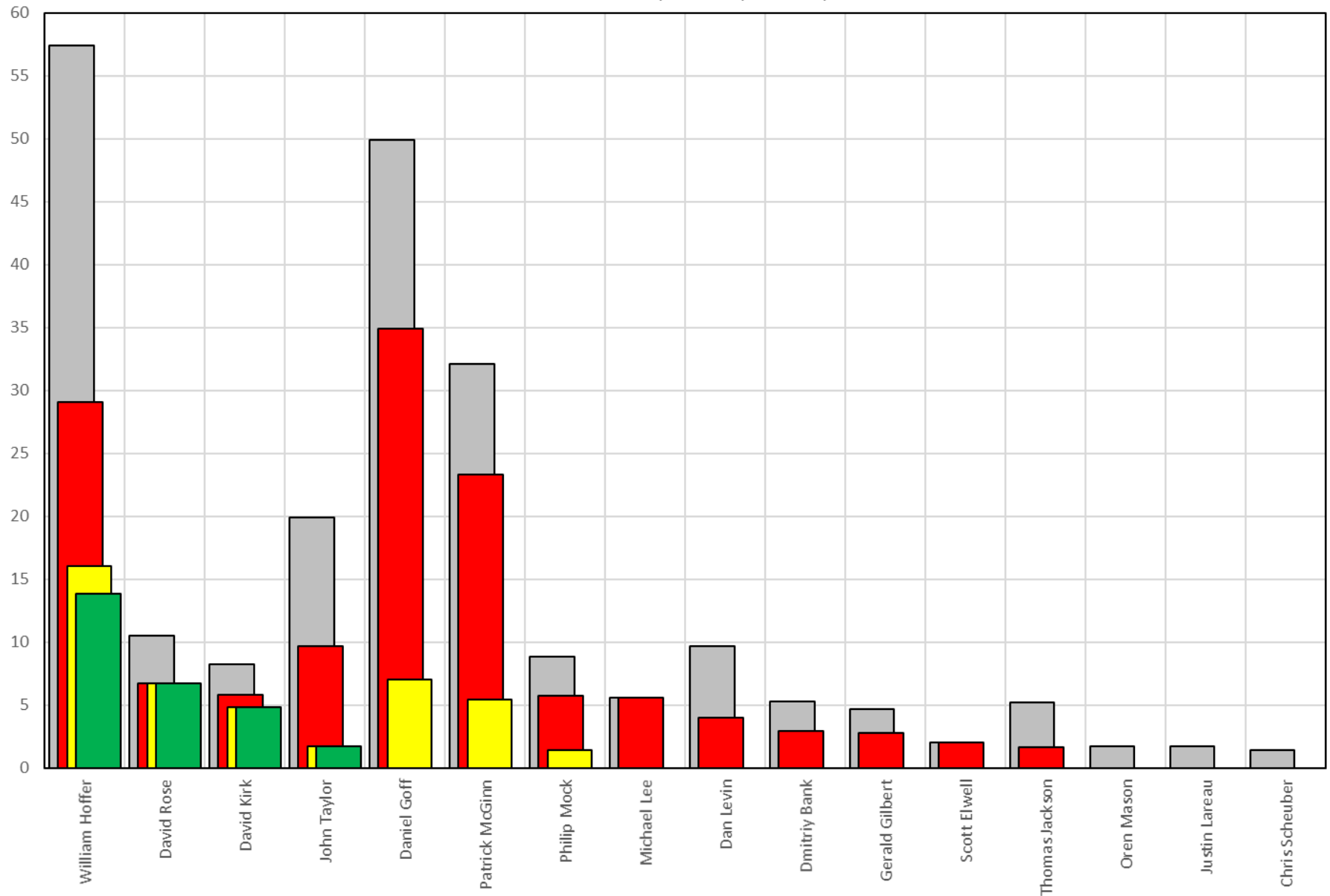


Flight Hrs/Mo (all A/C)



Total Revenue Flight Time

■ 12-month ■ 180-day ■ 90-day ■ 30-day



Questions?

